

**Project Application Form**  
**Due to Countywide Forums: March 29, 2013**  
(Projects to be reviewed by countywide forums for submittal to regional competition)

**Project Application Form**  
**Due to PSRC: May 24, 2013**  
(Projects selected from the countywide forum for regional competition)

## 2013 Rural Town Centers & Corridors Program PSRC Grant Application

**\*\*Please read this section before completing the application\*\***

The importance of complete and accurate information on every application cannot be overemphasized. The review and evaluation of all submitted projects will be based on the answers provided in this application. A project's suitability for competing regionally may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: [www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

**Deadlines:** Sponsors interested in competing for funds from the regional Rural Town Centers and Corridors (RTCC) Program must first complete this application and submit it to their respective countywide organizations for review and potential selection (Part 1) for participation in the regional competition by **12:00pm Friday, March 29, 2013.**

The twelve (12) projects selected for the regional competition (Part 2) by their respective countywide organizations must then submit their completed application to PSRC by **1:00pm Friday, May 24, 2013** for participation in the regional competition.

Electronic copies of all applications are required. **Email completed applications as attachments to:** [tipapp@psrc.org](mailto:tipapp@psrc.org) Please enter RTCC in your email's subject line to ensure that these applications can be easily differentiated from other communications received.

It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. **Please note: the project budget spreadsheet is a required attachment;** more information is found at question 13c.

If you are unable to email the application, please mail a paper copy to the address below. **Applications should be no more than 18 pages**, plus maps and/or other required supporting documentation.

**For all other correspondence or information related to the RTCC program, contact:**

Jeff Storrar  
Puget Sound Regional Council  
1011 Western Avenue  
Seattle, WA 98104  
(206) 587-4817

## PROJECT IDENTIFICATION and DESCRIPTION

**Questions 1 – 9 required for ALL Applications – CAPITAL applications should also complete question 10**

<b>1</b>	<p><b>PROJECT TITLE:</b> Town Center Infrastructure Improvements - Phase 2</p> <p>Indicate below whether this project application is for a PLANNING or CAPITAL project.</p> <p><input type="checkbox"/> PLANNING      <input checked="" type="checkbox"/> CAPITAL</p>	
<b>2</b>	<p><b>TRANSPORTATION 2040 ID#</b> N/A</p> <ul style="list-style-type: none"> <li>Multiple Transportation 2040 projects may be identified, if appropriate. If so, please separate the IDs with a comma.</li> <li>Some projects may be below the threshold for assignment of a Transportation 2040 ID number, and are therefore exempt from this process. Please confirm ID with PSRC staff before entering "N/A" in this field.</li> </ul> <p>a. What is the project's Transportation 2040 status? N/A</p> <p>For assistance in identifying the Transportation 2040 ID number and status, contact Kimberly Scrivner at <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a> or (206) 971-3281 or refer to <a href="http://www.psrc.org/transportation/t2040/projects-and-approval/">www.psrc.org/transportation/t2040/projects-and-approval/</a>.</p>	
<b>3</b>	<p><b>LEAD AND PARTNERSHIP AGENCIES</b></p> <p>Lead Sponsor Agency City of Snoqualmie</p> <p>List Applicable Partnership Agencies Involved: WSDOT</p> <p>Project sponsors are reminded they are expected to partner with the appropriate county(s), cities, WSDOT, and any other jurisdictions that might have an interest in a proposed corridor study or be directly affected by implementation of the proposed project.</p>	
<b>4</b>	<p>Does sponsoring agency have "Certification Acceptance" status from WSDOT?    <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm">www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</a>.</p> <p>If not, which agency will serve as CA sponsor? King County</p>	
<b>5</b>	<p><b>PROJECT APPLICATION CONTACT PERSON(S):</b></p> <p>Primary contact: Daniel J. Marcinko</p> <p>Address: 38624 SE River St, Snoqualmie, WA 98065</p> <p>Phone: (425) 831-4919 x1135</p> <p>Email: <a href="mailto:dmarcinko@ci.snoqualmie.wa.us">dmarcinko@ci.snoqualmie.wa.us</a></p>	<p>Alternate Contact: Kamal Mahmoud, P.E.</p> <p>Address: 38624 SE River St, Snoqualmie, WA 98065</p> <p>Phone: (425) 831-4919 x1152</p> <p>Email: <a href="mailto:kmahmoud@ci.snoqualmie.wa.us">kmahmoud@ci.snoqualmie.wa.us</a></p>
<b>6</b>	<p><b>PROJECT DESCRIPTION</b></p> <p>Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. <b>Project scope:</b> Please describe clearly and concisely the individual components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The Town Center Infrastructure Improvements Phase 2 project will reconstruct Railroad Avenue SE (SR 202) to a 2-lane roadway with on-street parking, curb, gutter, sidewalk, storm drainage system, water main replacements, street lighting, channelization, and undergrounding of utility lines. Urban design elements such as landscaping and irrigation, curb bulbs, and street furniture are also proposed. The project will continue major</p>	

	<p>improvements to Snoqualmie's historic downtown business district, of which Phase 1 was completed in 2011.</p> <p>The grant funds requested here, in conjunction with other secured funding, will be used for the construction of utilities, sidewalk, and roadway improvements between SE River Street and SE Northern Street. Between SE Northern Street and SE Fir Street, the project will connect to and extend Centennial Corridor Trail, an existing bicycle/pedestrian trail, and designate a shared-use (sharrow) roadway on SE Maple Street to the southern limit of the downtown district to SE Newton Street. Between SE Fir Street and SE King Street, sidewalks, utilities, and roadway improvements will be completed on the west side of the roadway. Between SE King Street and SE River Street, a boardwalk will be constructed to preserve and protect existing landmark trees, along with the roadway and utility improvements. A new mid-block crossing is also proposed here, to make an easier connection between the Northwest Railway Museum and angle parking on one side to the existing businesses across the street.</p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The Town Center Phase 2 project will implement goals set forth in the Snoqualmie Downtown Master Plan. The desired outcome is to encourage economic development by retaining and enhancing Downtown Snoqualmie's unique character and heritage while increasing its viability as a tourist and commercial center of activity. The purpose of the project is to advocate the rebuilding of this traditional downtown district using its unique assets – distinctive architecture, pedestrian-friendly environment, and a sense of community.</p> <p>The proposed on-street parking, sidewalks with ADA features, improved lighting, and urban design enhancements will encourage visitors and residents alike to visit the businesses along the corridor.</p> <p>The project will improve the infrastructure of the roadway to encourage existing growth and allow for future development to occur. It will improve safety by traffic calming measures including curb bulbs at each intersection with shorter crossing lengths for pedestrians. All curb ramps and sidewalks will be compliant to ADA standards. The project aims to accommodate the residents, business owners as well as the large influx of visitors that come to one of the region's busiest destinations – the Snoqualmie Falls and the Northwest Railway Museum.</p>						
7	<p><b>PROJECT LOCATION DATA</b></p> <p><b>Project Location and Length:</b></p> <p>a. County: King</p> <p>b. Crossroad/landmark nearest to beginning of project: SE River Street</p> <p>c. Crossroad/landmark nearest to end of project: SE Northern Street</p> <p>d. Length of project in miles: 0.4</p> <p>e. Do sidewalks exist in center(s)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><b>Safety Data:</b></p> <p>f. Is corridor or any portion(s) of the corridor listed by WSDOT as High Accident Corridor (HAC)?  <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>g. IF YES, indicate corridor's history of number of accidents for latest three year period by type of accident: (please attach applicable accident records)</p> <table data-bbox="370 1717 1218 1749"> <tr> <td># of property damage-only accidents:</td> <td># of Injuries:</td> <td># of fatalities:</td> </tr> </table> <p><i>If needed, list additional accident data for another HAC in overall corridor:</i></p> <table data-bbox="370 1795 1218 1827"> <tr> <td># of property damage-only accidents:</td> <td># of Injuries:</td> <td># of fatalities:</td> </tr> </table> <p>h. Is proposed location of CAPITAL project listed by WSDOT as High Accident Location (HAL)?  <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	# of property damage-only accidents:	# of Injuries:	# of fatalities:	# of property damage-only accidents:	# of Injuries:	# of fatalities:
# of property damage-only accidents:	# of Injuries:	# of fatalities:					
# of property damage-only accidents:	# of Injuries:	# of fatalities:					

	<p>i. If Yes, indicate history of location's accidents for latest three year period by type of accident:  # of property damage-only accidents:      # of Injuries:      # of fatalities:</p> <p><b>Traffic Volumes:</b>  If data is available, indicate average daily traffic (ADT) for proposed project by:</p> <p>j. Highest ADT in corridor/corridor segment (If weekday volumes NOT higher than weekend, note both, i.e., #weekday/#weekend): 9,400</p> <p>k. Highest ADT in project center (if more than one center, use volume of highest center and note center's name): 9,400</p>
8	<p><b>MAP</b></p> <ol style="list-style-type: none"> <li>1. Include a legible 8½" x 11" map of the proposed study corridor (if PLANNING project) or a map indicating project limits (if CAPITAL project).</li> <li>2. Include a legible vicinity map of general area of study or construction project.</li> </ol>
9	<p><b>FEDERAL FUNCTIONAL CLASSIFICATION CODE</b></p> <p>Please select only one code using the table below the explanation.</p> <p><b>Important:</b> A roadway must be confirmed as being on the <u>approved</u> federally classified roadway system before a CAPITAL project proposing improvements on such roadway may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a "local" functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless one of the exceptions below applies. If your project is an exception, identify its functional class code as "00."</p> <p><b>Examples of Exceptions:</b></p> <ul style="list-style-type: none"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects</li> </ul> <p>For more information on functional classification, please refer to <a href="http://www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm">www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm</a>. For assistance determining functional classification, contact Stephanie Rossi at <a href="mailto:srossi@psrc.org">srossi@psrc.org</a> or 206-971-3054.</p>

	<b>Rural Functional Classifications</b> <b>"Under 5,000 population"</b> (Outside federal-aid urbanized and federal-aid urban areas)	<b>Urban Functional Classifications</b> <b>"Over 5,000 population"</b> (Inside federal-aid urbanized and federal-aid urban areas)
	<input type="checkbox"/> <b>00</b> Exception <input type="checkbox"/> <b>01</b> Principal Arterial - Interstate <input type="checkbox"/> <b>02</b> Principal Arterial <input type="checkbox"/> <b>06</b> Minor Arterial <input type="checkbox"/> <b>07</b> Major Collector <input type="checkbox"/> <b>08</b> Minor Collector <input type="checkbox"/> <b>09</b> Local Access <input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate <input type="checkbox"/> <b>22</b> Proposed Principal Arterial <input type="checkbox"/> <b>26</b> Proposed Minor Arterial <input type="checkbox"/> <b>27</b> Proposed Major Collector <input type="checkbox"/> <b>28</b> Proposed Minor Collector <input type="checkbox"/> <b>29</b> Proposed Local Access	<input type="checkbox"/> <b>00</b> Exception <input type="checkbox"/> <b>11</b> Principal Arterial – Interstate <input type="checkbox"/> <b>12</b> Principal Arterial – Expressway <input checked="" type="checkbox"/> <b>14</b> Principal Arterial <input type="checkbox"/> <b>16</b> Minor Arterial <input type="checkbox"/> <b>17</b> Collector <input type="checkbox"/> <b>19</b> Local Access <input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate <input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway <input type="checkbox"/> <b>34</b> Proposed Principal Arterial <input type="checkbox"/> <b>36</b> Proposed Minor Arterial <input type="checkbox"/> <b>37</b> Proposed Collector <input type="checkbox"/> <b>39</b> Proposed Local Access
<b>PLAN CONSISTENCY and COMPATIBILITY INFORMATION</b>		
<p>All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to <a href="http://www.psrc.org/growth/planreview">www.psrc.org/growth/planreview</a> or contact Yorik Stevens-Wajda at (206) 464-6179 or <a href="mailto:YStevens-Wajda@psrc.org">YStevens-Wajda@psrc.org</a>.</p>		
10	<p>Is the project specifically identified in a local comprehensive plan?</p> <p><input checked="" type="checkbox"/> Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:</p> <p style="margin-left: 20px;">(1) Snoqualmie Vicinity Comprehensive Plan 2003 with 2009 Amendments; Snoqualmie, Washington Downtown Master Plan April 2010</p> <p style="margin-left: 20px;">(2) Element 6: Transportation; Chapter 2, Section 5</p> <p style="margin-left: 20px;">(3) Page 6-33; Pages 28-31</p> <p><input type="checkbox"/> No. Describe how the project is consistent with the applicable local comprehensive plan, citing <u>specific</u> local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.</p> <p style="margin-left: 20px;">N/A</p>	
<b>ADDITIONAL PROJECT EVALUATION INFORMATION</b>		
<p><b>Indicate below whether this project application is for a PLANNING or CAPITAL project and follow the corresponding instructions:</b></p> <p><input type="checkbox"/> Planning Project: Complete section 11 and proceed to section 13.</p> <p><input checked="" type="checkbox"/> Capital Project: Complete section 12 and proceed to section 13.</p>		
11	<p><b><u>Planning Projects:</u></b> Please answer the following questions:</p> <p><b><u>a) Local and Regional Policy Support</u></b></p> <ul style="list-style-type: none"> <li>• How does the study either 1) support adopted policies for the rural town center(s) in the comprehensive plans of the respective local jurisdiction(s) or 2) advance the current vision for</li> </ul>	

the rural town center(s)? If supporting adopted policies, please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.

- What steps will be taken in the planning process to ensure that the project fits the intended character of the rural town center or area in which the corridor resides to help better define or provide a clear distinction between rural corridor and rural centers? For instance, will a context sensitive design approach be used that considers preserving the aesthetic, cultural, and environmental resources of the subject area?
- If the project is interjurisdictional in nature, have the appropriate partners been identified and the actions to work together and coordinate on project components been developed?

**b) Mobility, Accessibility, and Safety**

- What is being addressed by the planning study and what intended impact is it to have on the center(s), such as remedying an existing safety or other transportation problem in the center(s) or along the corridor?
- Does the planning project propose to study improvements or strategies that provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility?
- Will the planning project address the provision of multimodal improvements that benefit a range of travel modes and user groups either accessing the center(s) or using the corridor?
- Will the planning project study improvements that provide an improved or enhanced pedestrian-oriented environment in the center or along the corridor to the center (s)?
- Will the planning project cover improvements or strategies that contribute to transportation demand management and commute trip reduction opportunities?

**c) System Performance and Innovative Solutions**

- Will the improvements or strategies in the planning study include improvements that work to increase system reliability and efficiency of travel flows in the center, along a corridor, or both? If yes, will this address time savings for moving freight and goods?
- What will be the timeframe associated with the planning study? Specifically, will the study provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor?
- Does the planning project propose to include studying any particularly innovative facilities or traffic operational concepts?

**d) Environmental Justice benefits**

- To the degree applicable, please add a brief comment describing how the planning study

	would address providing access for minority, low-income, and other protected classes, as identified in the President's Order for Environmental Justice. (5 points)
12	<p><b><u>Capital Projects:</u></b> Please answer the following questions:</p> <p><b><u>a) Local and Regional Policy Support</u></b></p> <ul style="list-style-type: none"> <li>How will the project help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s)? Please provide citations and copy of the appropriate page(s) from the plan or policies with your application.</li> </ul> <p>The project will be consistent with the City's Downtown Master Plan (April 2010) and Comprehensive Plan (2006). Copies of relevant pages from these documents are attached to this application.</p> <ul style="list-style-type: none"> <li>Will the project fit the intended character of the local center or area in which the corridor resides to help better define or provide a clear distinction between rural corridor and rural centers? For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural, and environmental resources of the subject area?</li> </ul> <p>The road improvements will improve vehicular, bicycle, transit and pedestrian mobility while retaining Snoqualmie's authentic small town experience in the downtown historic business district. The project will capitalize on the City's natural and cultural features while creating pedestrian-friendly shopping and gathering places for both residents and visitors. Context sensitive design concepts for the project will include traffic calming, provide missing gaps in pedestrian and bicycle facilities, and on-street parking to ensure easy access to businesses. Place-making and urban design features such as street and pedestrian lighting, landscaping, and street furniture will also be included.</p> <p><b><u>b) Mobility, Accessibility, and Safety</u></b></p> <ul style="list-style-type: none"> <li>What is the project addressing within the rural town center or along the corridor, and what impact will the project have on the center(s), such as remedying an existing safety or other transportation problem in the center(s) or along the corridor (e.g., vehicular, pedestrian or bicycle safety, congestion, incomplete nonmotorized system, inadequate stops/pullouts for transit service or facilities, etc.</li> </ul> <p>The project will complete the sidewalk system on the west side of Railroad Avenue SE within the project limits. The east side either has the newly constructed sidewalks from the Phase 1 project, or existing sidewalks that will be improved at a later date. The proposed curb extensions at intersections will promote slower vehicular speeds as vehicles enter the downtown district, hence improving safety.</p> <p>The Centennial Corridor Trail, a pedestrian and bike trail which parallels SR 202 currently ends at SE Northern Street. This trail will be extended to SE Fir Street, at which point bicycles will be directed to a newly-designated shared-use roadway on SE Maple Street.</p> <p>The existing Metro bus stop and turn-around/pullout located north of SE King Street on the west side of Railroad Avenue SE will be relocated to SE River Street, in coordination with King County Metro.</p> <ul style="list-style-type: none"> <li>Will the project provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility?</li> </ul> <p>As part of the project, new on-street parking and pedestrian facilities where none currently exist will be constructed. These facilities will be used by the 120,000 annual guests that visit the Northwest Railway Museum at the heart of Snoqualmie's historic downtown business district.</p> <p>Additionally, Snoqualmie draws about 1.5 million visitors for its other popular destinations - the Snoqualmie Falls, Salish Lodge &amp; Spa, and the Snoqualmie Casino, which are all in close proximity to the project location. The project will improve access and circulation within the historic business district for all these visitors.</p> <ul style="list-style-type: none"> <li>Will the project be multimodal in nature and benefit a range of travel modes and user groups</li> </ul>



	<p>either accessing the center(s) or using the corridor?</p> <p>Yes, the project will provide improved facilities for vehicles, pedestrians, bicyclists, and transit users.</p> <ul style="list-style-type: none"> <li>• Will the project help improve or enhance a pedestrian-oriented environment in the center or along the corridor to the center(s)?</li> </ul> <p>Yes, the project will improve a pedestrian-oriented environment in the center. New sidewalks with ADA facilities will be constructed where none currently exist within the project limits. Curb extensions are proposed at each intersection to promote traffic calming to shorten crossing distances for pedestrians.</p> <ul style="list-style-type: none"> <li>• Does the project provide alternatives to driving alone, contributing to transportation demand management and commute trip reduction opportunities?</li> </ul> <p>Yes. The project includes transit facility improvements and the extension of the bicycle/pedestrian Centennial Corridor Trail, which will contribute to transportation demand management and commute trip reduction opportunities.</p> <p><b>c) System Performance and Innovative Solutions</b></p> <ul style="list-style-type: none"> <li>• Will the project result in more reliable and efficient travel flows in the center, along a corridor, or both? If yes, will the project result in time savings for moving freight and goods?</li> </ul> <p>The existing corridor lacks continuous pedestrian/bicycle facilities. The project proposes to complete the sidewalk system along Railroad Ave SE and the Centennial Corridor Trail system to improve community mobility, safety, and access for bicyclists and pedestrians. However, there is no anticipated time savings for moving freight and goods within the project limits.</p> <ul style="list-style-type: none"> <li>• Will the project provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor?</li> </ul> <p>Yes, the project provides a long-term solution for the efficiency of the transportation system by providing multi-modal facilities with transit facility improvements and the extension of the bicycle/pedestrian Centennial Corridor Trail and shared-use roadway.</p> <ul style="list-style-type: none"> <li>• Does the project include any particularly innovative facilities or traffic operational concepts?</li> </ul> <p>The project proposes to install a pedestrian-activated HAWK signal at the intersection of Railroad Avenue SE and SE River Street. The purpose of this high-intensity activated crosswalk beacon is to allow protected pedestrian crossings, stopping road traffic only as needed.</p> <p><b>d) Environmental Justice benefits</b></p> <ul style="list-style-type: none"> <li>• To the degree applicable, please add a brief additional comment describing how the project provides access for minority, low-income, and other protected classes, as identified in the President's Order for Environmental Justice.</li> </ul> <p>No businesses or housing will be displaced with this proposed project. The pedestrian, bicycle and transit improvements will provide improved access for all users. All facilities constructed will be compliant to current ADA regulations and standards.</p>
<p><b>PROJECT READINESS AND FINANCING</b></p>	
	<p>There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions <u>must</u> be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:</p> <ul style="list-style-type: none"> <li>• When the sponsor can complete all prerequisites needed to obligate the requested PSRC funding.</li> <li>• When the sponsor plans to obligate requested PSRC funding.</li> <li>• The amount and source of secured funding for the project.</li> <li>• The amount and source of reasonably expected but unsecured funding for the project.</li> </ul>



	<ul style="list-style-type: none"> <li>Whether PSRC's federal funds will complete the project or a phase of the project.</li> </ul>												
13	<p><b>Financial Plan (APPLICABLE TO BOTH CAPITAL AND PLANNING PROJECTS)</b></p> <p>Identify the amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation date. Per PSRC's project tracking policies adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. For more information on PSRC's project tracking program, please go to <a href="http://www.psrc.org/transportation/tip/tracking">www.psrc.org/transportation/tip/tracking</a>.</p> <p><u>Required Match:</u> A minimum of 13.5% match is required for Surface Transportation Program funds.</p> <p><b>13a. Identify the amount requested by phase, and identify the estimated date of obligation.</b></p> <table border="1"> <thead> <tr> <th><u>Phase</u></th><th><u>Amount</u></th><th><u>Estimated Date of Obligation</u></th></tr> </thead> <tbody> <tr> <td>Construction</td><td>\$1,100,000.00</td><td>12/1/13</td></tr> <tr> <td>[select phase]</td><td></td><td></td></tr> <tr> <td>[select phase]</td><td></td><td></td></tr> </tbody> </table> <p><b>13b. Identify the project phases that will be <u>fully completed</u> if requested funding is obtained:</b></p> <p>Construction</p> <p><b>13c. Project Budget and Schedule</b></p> <p>In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website at <a href="http://www.psrc.org/funding/rural">www.psrc.org/funding/rural</a>. Attach the completed spreadsheet, along with this application, to the email submitted to countywide forums and PSRC, if selected to compete in the regional competition.</p> <p>Please provide information on the financial budget and schedule for the <u>entire project</u>, with amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. <u>The requested PSRC funds identified above (13a) must also be reflected in the table.</u> Use as many rows per phase as necessary to reflect the financial plan for each phase.</p>	<u>Phase</u>	<u>Amount</u>	<u>Estimated Date of Obligation</u>	Construction	\$1,100,000.00	12/1/13	[select phase]			[select phase]		
<u>Phase</u>	<u>Amount</u>	<u>Estimated Date of Obligation</u>											
Construction	\$1,100,000.00	12/1/13											
[select phase]													
[select phase]													
14	<p><b>Project Readiness (APPLICABLE TO CAPITAL PROJECTS ONLY)</b></p> <p>PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied <u>before</u> federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:</p> <ul style="list-style-type: none"> <li>Identify which obligation prerequisites and milestones apply to their specific project.</li> <li>Identify which of these have already been satisfied at time of application.</li> <li>Provide an explanation and realistic completion date for all obligation prerequisites and</li> </ul>												

milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

**14a. If funds are requested for Right of Way:**

**14a-1: What is the status of Preliminary Engineering/Design?**

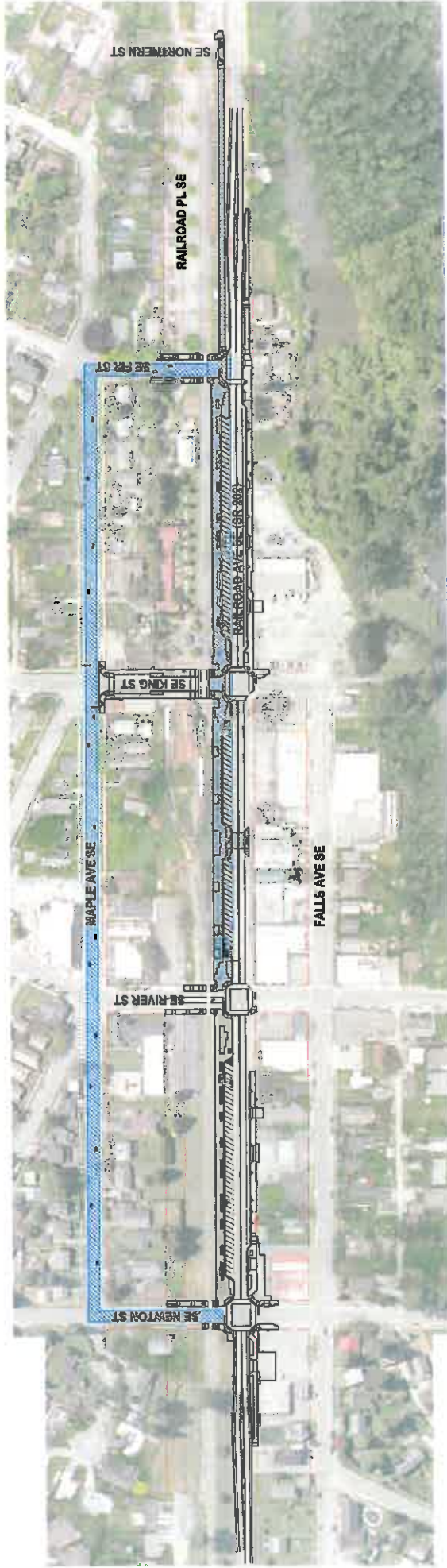
- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
  - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
    - Environmental Impact Statement (EIS) ☐
    - Environmental Assessment (EA) ☐
    - Documented Categorical Exclusion (DCE) ☒
    - Categorical Exclusion (CE) ☐
  - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. 6/2013
  - At what stage of completion is your design?
    - Have Preliminary Plans been submitted to WSDOT for approval? no
      - If not, when is this milestone scheduled to be complete? 10/2013
    - When are Preliminary Plans expected to be approved? 10/2013
  - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. none

**14a-2: What is the status of Right of Way?**

- How many parcels do you need? 1
- What is the zoning in the project area (e.g., commercial, residential, etc.)? open space
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Condemnation is not anticipated for this project.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? No.
- If not, when do you expect a consultant to be selected, under contract, and ready to start? King County Real Estate Services is under contract and will begin the right of way acquisition process after completion of the NEPA process.
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
  - True cost estimate of Right of Way 7/2013
  - Right of Way Plans (stamped) 7/2013
  - Relocation Plan (if applicable) n/a
  - Right of Way Certification 8/2013

	<ul style="list-style-type: none"> <li>o Right of Way Acquisition 8/2013</li> <li>o Certification Audit by WSDOT Right of Way Analyst 9/2013</li> <li>o Relocation Certification, if applicable n/a</li> </ul> <p><b>14b. If funds are requested for Construction:</b> Complete sections 14a-1 and 14a-2 above, and complete 14b below.</p> <p><b><u>14b: What is the status of the milestones for the construction phase?</u></b></p> <ul style="list-style-type: none"> <li>o Do you have an Engineer's Estimate? Please provide a copy if available. Yes, please see attached Engineer's Estimate.</li> <li>o Identify the environmental permits needed for the project and when they are scheduled to be acquired. NEPA is anticipated to be completed in 6/2013.</li> <li>o Is PS&amp;E approved? Please provide the date of approval, or the date when PS&amp;E is scheduled to be submitted for approval. 10/2013</li> <li>o When is the project scheduled to go to ad? 1/2014</li> </ul> <p><b>Note:</b> for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Progress Report for future monitoring, as part of PSRC's project tracking program.</p>
<b>OTHER CONSIDERATIONS (NO POINTS)</b>	
15	<p><b>Please describe any <u>additional</u> aspects of your project</b> not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of rural town centers and corridors. Note: no points will be given to this section.</p>

**REMINDER:** When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.



PROJECT LIMITS

CITY OF SNOQUALMIE  
TOWN CENTER INFRASTRUCTURE IMPROVEMENTS PHASE 2  
MARCH, 2013

Historic Downtown Improvements Phase II (SE Fir Street to SE Newton Street)	Acquire additional ROW to shift travel lanes westerly, add angle parking to east side, and provide combination of angle and parallel parking on west side of SR202 between King St. and River St., as approved by WSDOT; Construct needed channelization revisions at King St. and River St. intersections and between King St. and Fir St. and River St. and Newton St.; Relocate transit stop southerly between River St. and Newton St.; Add sidewalk/trail on the west side of SR 202 between Fir St. and Newton St.; Add angle parking both sides between River St. & Newton St. and between King St. and Fir Street where feasible and approved by WSDOT; Overlay roadway between Fir St. and Newton St.	WSDOT/ City	TBD after design and WSDOT approval	Revised per Downtown Master Plan recommendations  TIB/ Federal Grants/ WSDOT
SR 202 Phase III Corridor Study (SE King (Fir) St. to SE Northern St.)	Improve lane width, intersections, parking access, on-street parking, sidewalks, street lighting, streetscape and traffic calming measures	WSDOT/ City	\$3,956,000	TIB/ Mitigation funds
SR 202 Phase IV Corridor Study (SE Newton St. to Meadowbrook Way SE)	Sidewalks, ADA CC&G, Planting strips, street trees, storm water improvements, traffic calming measures, transit stops and overlay	WSDOT/ City	\$5,085,000	TIB/ Mitigation funds
SR 202 Phase V Corridor Study (SE Fir St. to Snoqualmie Parkway)	Repair failed sub base, widen and overlay roadway, bike paths, streetscape	WSDOT/ City	\$5,070,000	TIB/ Mitigation funds
SR 202 Phase VI Corridor Study (Snoqualmie Parkway to Western City Limits)	Overlay & widen existing roadway, sidewalks, ADA improvements, bike-ped paths	WSDOT/ City	\$4,800,000	TIB/ Mitigation funds
Intersection of SE Beta Street and Falls Ave. SE	Channelize the intersection to provide free movements on eastbound traffic on Beta Street to northbound on Falls Ave. and eliminate a stop for southbound traffic on Falls Ave. making right turn on Beta Street	City	\$500,000	This project should be improved with project below.
Intersection of SE Beta Street and SR 202	Provide intersection improvements consistent with the SR-202 Corridor Plan that connect with realigned Falls Avenue and Beta St. intersection.	City	\$500,000	This project should be improved with project above.
	Included in EDA infrastructure project underway			See Historic Downtown Improvements above.
Intersection of SE Fir Street and Maple Ave.	Modify the 5-legged intersection to favor the movements between SE Fir Street and Maple Avenue. Add a traffic circle, if effective.	City	\$250,000	
	See first project listed under SR 202 Corridor Improvements above.			



**Therefore** – the Planning Commission and City Council should work with stakeholders to update and consolidate all sign provisions into Chapter 17.75 Sign ordinance and augment literate text with tables and with illustrations contained in a set of Sign Design Guidelines.

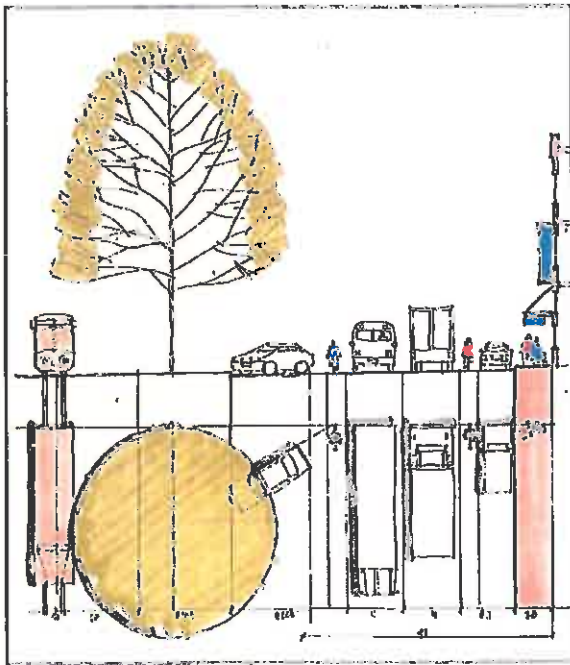
#### **Action**

▪ **Consolidate and upgrade Chapter 17.75 Signs** – to augment literate text with a summary table and Illustrated Sign Design Guidelines and consolidate all other signage provisions that are duplicated in Chapter 17.35 Historic Overlay Zones & Landmarks and the Snoqualmie Ridge Development Standards.

#### **Funding**

This project has drafted and reviewed with the Planning Commission, EDC, and stakeholders a revised draft Chapter 17.75 Signs and the new Illustrated Sign Design Guidelines

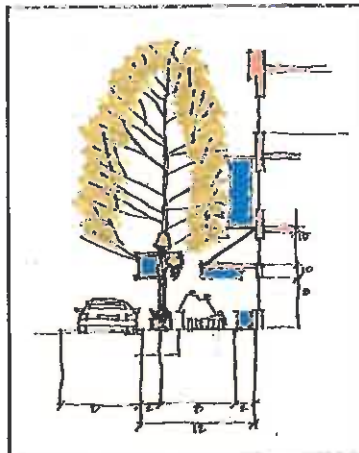
### **5.1: Realign Railroad Avenue traffic, parking, transit, and trails**



The Washington State Department of Transportation (WSDOT) owns 70-90 feet of right-of-way on Railroad Avenue/SR-202 through most of the city, but only 47 feet of right-of-way through the prime downtown block between King and River Streets. The remaining right-of-way on the west side of Railroad Avenue/SR-202 between King and River Streets is owned by the Northwest Railway Museum (NRM).

The existing roadway between King and River streets has been improved to provide parallel parking along the east side of the street in front of downtown retail establishments, 2 moving lanes, and 45-degree front-in parking on the west side of the street in front of the railroad track and depot museum. Approximately two thirds of the 45-degree front-in parking aisle is located on NRM property.

There are no traffic signals, extended crosswalks, or other significant pedestrian improvements in the downtown. Sidewalks in front of the retail stores are between 7-8 feet in width with no street trees, curb or store entry buffer areas, intersection bulb-outs, pedestrian scaled street lighting, or other enhancements or amenities.



An average standard sidewalk in a heavily pedestrian-oriented downtown district should be 10-12 feet minimum and 12-14 feet preferred to allow at least a 2-foot queue space in front of store entryways as well as window shopping and signage, a 6-8 foot primary thru-walkway for a minimum of 2-4 people abreast, and 2 feet to the curb edge to allow for car door or bumper overhang, signage, light standards, street trees, and other utilities and amenities. The existing Railroad Avenue average public walkway of 7-8 feet is severely crowded and unsafe providing a maximum walkway area of 4 feet – less than sufficient to allow 2 people to walk abreast. Sidewalks on Falls and Maple avenues and King and River streets are even narrower than those on Railroad Avenue.

Downtown customers fill the parallel parking aisles on the east side of the avenue in front of the stores, then overflow onto the 45-degree front-in parking aisle on the opposite side of the street along NRM tracks, then cross traffic to shop in the downtown area at great hazard during heavy traffic periods. The

parking areas are reversed from the average daily peak parking requirements for customers of downtown stores. NRM peak parking requirements are during the weekend or holiday seasons when the Santa and Thomas the Train excursions are scheduled.

To meet daily peak parking requirements the 45-degree angled aisle with the greatest parking capacity should be located in front of the retail stores and the parallel parking spaces should be located on the SVRR&NRM side of the roadway. Or, to meet daily, weekend, and holiday seasonal parking requirements, the right-of-way should be expanded between King and River Streets to allow 45-degree back-in angled parking on both sides of Railroad Avenue through the downtown district and SVRR&NRM depot and museum. Railroad Avenue/SR-202 right-of-way north of King Street and south of River Street is sufficient to allow 45-degree angled back-in parking on both sides of the street under current ownership.

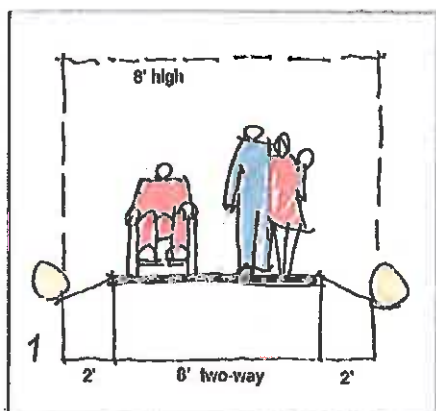
A row of evergreen trees and a totem pole - were planted in the 1930s on the west side of Railroad Avenue at mid-block at the edge of Northwest Railway Museum (NRM) ownership. The trees and pole have symbolic importance to the city and should be retained. Any reconfiguration of the roadway may not provide space for other than a parallel parking aisle, or possibly no parking in front of the trees and totem in order to protect the drip line area beneath the trees.

The existing Metro Transit - stop is configured in a turn-around located north of King Street on the west side of the roadway along NRM ownership and Railroad Park. Southbound Metro buses pull into the turnaround and drop-off/collect passengers from the shelter provided. Northbound buses must turn across traffic to enter the turn-around, collect and distribute passengers, then turn back across traffic to continue northbound. In both directions, buses must re-enter traffic lanes causing bus delays, particularly during heavy traffic periods. The configuration is difficult, traffic congesting, and unsafe.

Metro transit stops should be moved to curbside at the Newton Street intersection and collect and distribute passengers in traffic lanes as they do throughout the transit system. The traffic lane in front of the curbside stop can be widened slightly to accommodate passing cars, but should still allow buses to continue in-lane without merging back into traffic. The curbside stops can be extended into the roadway slightly to provide safe and convenient passenger queuing outside of normal walkway space. Newton Street would provide central access to the downtown and SVRR&NRM for the relocated transit stop without overly impacting traffic access and movement in and around the downtown and NRM depot and museum.

There are no traffic signals, stop signs or left turn lanes - on Railroad Avenue/SR-202 through the downtown district. The SR-202 corridor study projected potential traffic based on downtown and surrounding neighborhood's planned land use build-out capacities and determined the volumes would not justify a signal over the 20-year analysis period. If or when a signal were to be installed, the justification may be to interrupt traffic flow enough on Railroad Avenue/SR-202 to allow traffic to merge from King, River, Newton, and other side streets during heavy traffic periods and special events.

The SR-202 corridor study proposed left turn lanes be installed on King Street and River Streets to access the downtown district, and a signal, if installed, to be located on River Street to distribute east-bound traffic onto Park Street and then onto Meadowbrook Way and across the Snoqualmie River. The study selected River Street for a possible left turn lane and signal because it provided east-west access to both sides of town across NRM tracks.



However, Newton Street is planned to be extended west and would provide the same equivalent east-west access and a more direct linkage with Park Street and Meadowbrook Way than River Street. In addition, since Newton Street is a block outside of the downtown district's core area, through traffic and turn lane movements would be separated from vehicular traffic seeking access to Falls and Maple Avenues in the heart of the district. Therefore, left turn lanes should be installed at Newton Avenue, and if a traffic signal is installed, then it should be at Newton also.



**There are no on-road bike lanes** - on any of SR-202's corridor from Lake Sammamish to North Bend - nor are any planned. The city's off-road Centennial Trail currently extends from the Snoqualmie Parkway south to the edge of the downtown at King Street in front of Railroad Park to the NRM depot and museum - but not further south.

King County's off-road multipurpose bike, hike, and equestrian Snoqualmie Valley Trail will continue on former railroad track bed through town past the Mill Pond on the opposite side of the Snoqualmie River, then across the river on the existing trail bridge southeast to North Bend and an ultimate connection with the Iron Horse or John Wayne Trail across Snoqualmie Pass then east to Spokane.

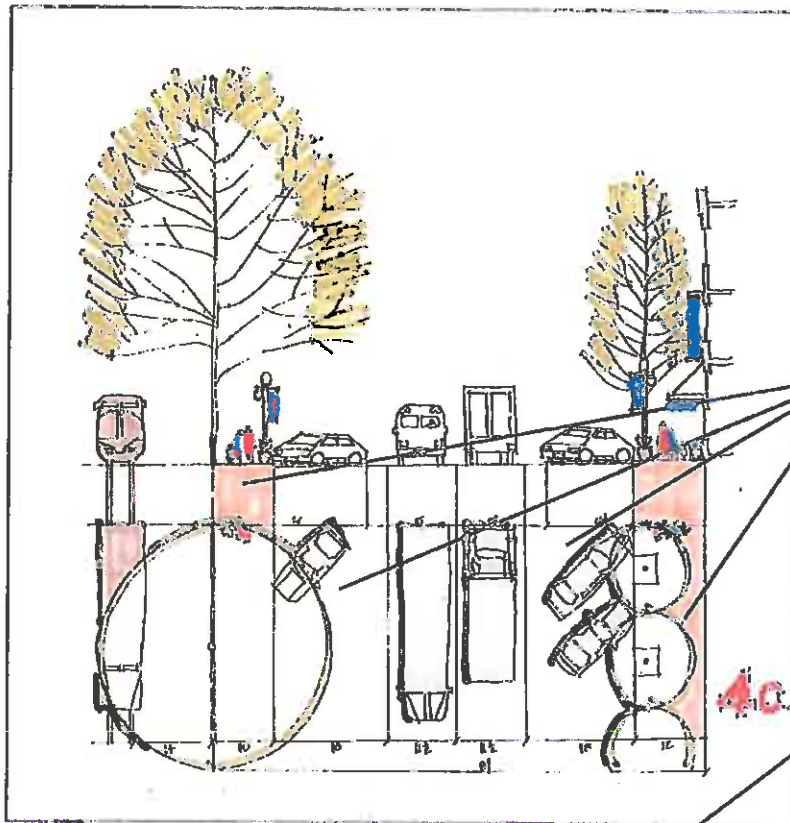
Cyclists of all skills levels use the off-road Centennial and Snoqualmie Valley Trails. Some experienced cyclists ride in-lane on Snoqualmie's Mill Pond Road and Park Street, and some of the surrounding area rural roadways. In-lane cyclist traffic on Railroad Avenue/SR-202 through the downtown district, however, is very light due to potential conflicts with parking, turning movements, and other hazards.

**Therefore** - the City should work with NRM, WSDOT, and downtown businesses and property owners to reconfigure traffic, sidewalks, parking, transit, and trail configurations through the downtown district to improve traffic flow, parking convenience and capacity, transit service, and trail connections and access.

### **Actions**

- **Enter into a long term use agreement with the Northwest Railway Museum (NRM)** - to allow the construction of relocated moving traffic lanes and a 45-degree angled back-in parking aisle (subject to WSDOT approval) on the east side of Railroad Avenue/SR-202 in front of the storefronts and the retention of angled and parallel parking in front of the memorial trees and totem pole on their property - **or acquire** (by purchase, easement or land trade) the necessary portion of NRM property to allow the 45-degree angled back-in parking configuration and traffic lane relocation on subsequent city and then state property.
- **Widen the sidewalk in front of the retail stores** - from the existing 7-8 feet to a minimum 12 foot standard downtown retail walkway width with 2 feet of store entry buffer and 2 feet of curbside buffer and an effective walking area of 8 feet. The extra space will improve pedestrian safety and allow for standard downtown walkway functions and amenities.
- **Construct 45-degree 17-foot wide on-street back-in parking aisle on the east side of Railroad Avenue** - to place the primary parking capacity in front of retail destinations and reduce the pedestrian cross-traffic hazards that currently exist. Designate the angled parking as back-in to provide maximum visibility between parking cars and moving traffic, and reduce maneuvering time.
- **Relocate the two 12-foot traffic lanes west** - to allow for the construction (or relocation) of a 45-degree angled back-in parking aisle between King and River Streets. The relocated lanes will extend 5 feet into the SVRR&NRM owned right-of-way between King and River Streets.
- **Construct (or relocate) an 8-foot parallel parking aisle on the west side of Railroad Avenue/SR-202 in front of the Memorial Trees and totem pole** - provided that parallel parking will not be constructed where the parking aisle and sidewalk may impact the drip line or well-being of the Memorial Trees. This will retain existing parking capacity on both sides of Railroad Avenue/SR-202.
- **Construct 45-degree angled back-in parking aisles on the west side of Railroad Avenue/SR-202 north of King Street and south of River Street to the limits of the downtown commercial core** - to increase capacity to serve the SVRR&NRM depot and museum, the city's Railroad Park, and for some commercial parking overflow during peak holiday and seasonal events.
- **Relocate Metro Transit stops to both sides of the intersection of Railroad Avenue/SR-202 at Newton Street** - in a standard configuration along the extended curb. The relocation will do away with the awkward cross traffic turn-in configuration that currently exists north of King Street, improve transit access and merging, and provide passengers access to the south end of the business district.

**Extend the curbs into the intersections and mid-block on Railroad Avenue/SR-202** - north of King, at King, in front of the Memorial Trees, at River, and at Newton Streets. The curb extensions will leave 36-feet of traffic lane pavement to allow for 2 moving lanes and any emergency lane bypassing. The curb extensions will calm traffic, shorten crosswalk lengths, improve pedestrian visibility and safety, and allow for amenities.



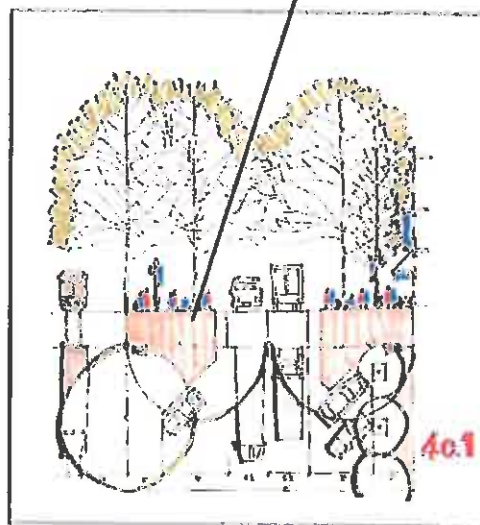
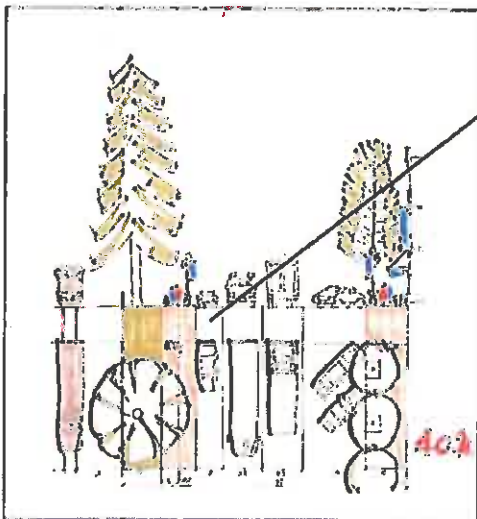
**Figure 5.1: Realign  
Railroad Avenue parking**

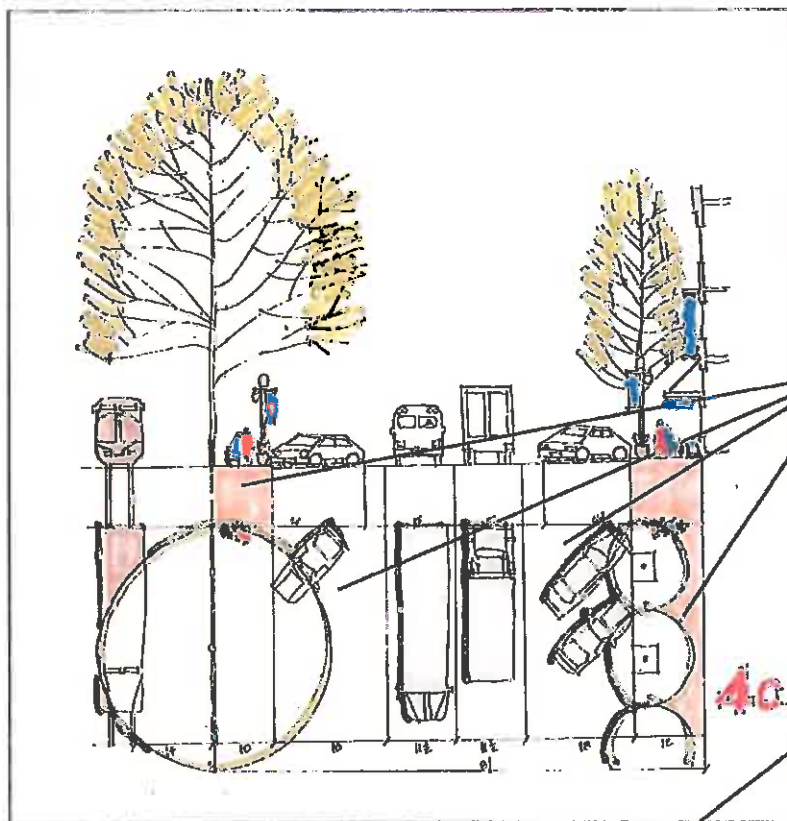
Reconfigure traffic, sidewalks, parking, transit, and trail configurations through the downtown district to improve traffic flow, parking convenience and capacity, transit service, pedestrian access and circulation, and trail connections.

Typical configuration – expand sidewalk to at least 12 feet on the east side with a 10 foot trail on the west side and install angled 45-degree back-in parking on both sides of Railroad Avenue from Fir to Delta Streets.

In front of the Memorial Trees and totem – provide parallel or no parking depending on the impact on the trees.

At the intersections – extend the walkways into the pavement to calm traffic, reduce crossing distances, and provide amenities.





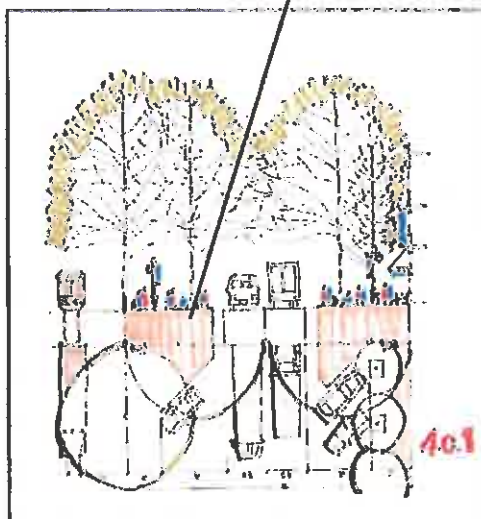
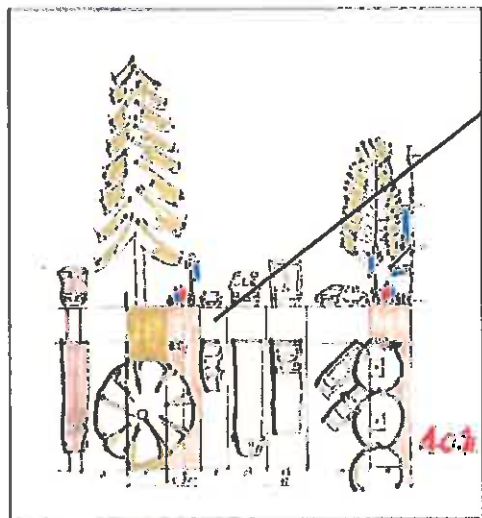
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In front of the Memorial Trees and totem -- provide parallel or no parking depending on the impact on the trees.

At the intersections -- extend the walkways into the pavement to calm traffic, reduce crossing distances, and provide amenities.



## Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 13d, 13e and 13f.

<b>Project Sponsor:</b>	City of Snoqualmie
<b>Project Title:</b>	Town Center Infrastructure Improvements Phase 2

### 13d. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; text-align: center;">n/a</div>
Planning				
Planning				
<b>Planning TOTAL: \$</b>			-	
Preliminary Engineering / Design	WSDOT Grant	secured	\$ 85,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; text-align: center;">12/1/13</div>
Preliminary Engineering / Design	HUD Grant	secured	\$ 50,000	
Preliminary Engineering / Design				
<b>Preliminary Engineering / Design TOTAL: \$</b>			135,000	
Right of Way	City	secured	\$ 220,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; text-align: center;">6/1/13</div>
Right of Way				
Right of Way				
<b>Right of Way TOTAL: \$</b>			220,000	
Construction	WSDOT Grant	secured	\$ 1,800,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; text-align: center;">12/1/14</div>
Construction	TIB Sidewalk Grant	secured	\$ 200,000	
Construction	City match (TIB)	secured	\$ 65,785	
Construction	HUD Grant	secured	\$ 200,000	
Construction	Private Developer	secured	\$ 400,000	
Construction	PSRC	unsecured	\$ 1,100,000	
<b>Construction TOTAL \$</b>			3,765,785	
Other				Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px; text-align: center;">n/a</div>
Other				
<b>Other TOTAL: \$</b>			-	
<b>TOTAL Estimated Project Cost, All Phases: \$</b>			4,120,785	Estimated Project Completion Date: <div style="border: 1px solid black; padding: 2px; text-align: center;">12/1/14</div>

**13e. Provide documentation and/or an explanation of the secured funds identified above.**

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

Please see attached documents for WSDOT Grant, TIB Grant, HUD Grant and Private Developer funds.

**13F. Provide additional information on any funds identified in the table above as unsecured.** For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

n/a





**Town Center Infrastructure Improvements Phase 2**  
**Engineer's Construction Cost Estimate**  
**2013 PSRC Rural Town Center & Corridors Program**  
 March, 2013

Item	Sect. No.	Description	Quantity	Unit	Unit Cost	Total
<b>SCHEDULE A: ROADWAY IMPROVEMENTS</b>						
1	1-04	Minor Change	1	FA	\$ 75,000.00	\$ 75,000.00
2	1-05	Roadway Surveying	1	LS	\$ 41,000.00	\$ 41,000.00
3	1-07	Spill Prevention, Control & Countermeasures Plan	1	LS	\$ 1,300.00	\$ 1,300.00
4	1-08	Type B Progress Schedule	1	LS	\$ 7,000.00	\$ 7,000.00
5	1-09	Mobilization	1	LS	\$ 281,000.00	\$ 281,000.00
6	1-10	Project Temporary Traffic Control	1	LS	\$ 60,000.00	\$ 60,000.00
7	2-01	Clearing and Grubbing	1	LS	\$ 8,000.00	\$ 8,000.00
8	2-02	Removal of Structure and Obstruction	1	LS	\$ 20,000.00	\$ 20,000.00
9	2-02	Removal and Disposal of Asbestos Material	1	LS	\$ 10,000.00	\$ 10,000.00
10	2-03	Roadway Excavation Incl. Haul	950	CY	\$ 32.00	\$ 30,400.00
11	2-03	Unsuitable Foundation Excavation Incl. Haul	90	CY	\$ 30.00	\$ 2,700.00
12	2-03	Gravel Borrow Incl. Haul	1600	TON	\$ 26.00	\$ 41,600.00
13	2-09	Shoring or Extra Excavation Class B	1	LS	\$ 10,000.00	\$ 10,000.00
14	4-04	Crushed Surfacing Top Course	930	TON	\$ 24.00	\$ 22,320.00
15	4-04	Crushed Surfacing Base Course	1340	TON	\$ 22.00	\$ 29,480.00
16	5-04	HMA CI 1/2" PG 64-22	760	TON	\$ 80.00	\$ 60,800.00
17	5-04	Cement Concrete Pavement	30	CY	\$ 400.00	\$ 12,000.00
18	7-04	Storm Sewer Pipe, 12 In. Diam.	1310	LF	\$ 75.00	\$ 98,250.00
19	7-05	Concrete Inlet	4	EA	\$ 1,100.00	\$ 4,400.00
20	7-05	Catch Basin Type 1	11	EA	\$ 1,300.00	\$ 14,300.00
21	7-05	Adjust Catch Basin	6	EA	\$ 350.00	\$ 2,100.00
22	7-06	Trench Drain	50	LF	\$ 150.00	\$ 7,500.00
23	8-01	ESC Lead	140	DAY	\$ 65.00	\$ 9,100.00
24	8-01	Erosion/Water Pollution Control	1	FA	\$ 8,000.00	\$ 8,000.00
25	8-01	Stormwater Pollution Prevention Plan	1	LS	\$ 800.00	\$ 800.00
26	8-01	Inlet Protection	28	EA	\$ 70.00	\$ 1,960.00
27	8-02	Property Restoration	1	FA	\$ 15,000.00	\$ 15,000.00
28	8-02	Existing Tree Protection and Treatment	1	LS	\$ 10,000.00	\$ 10,000.00
29	8-02	Low Lawn Mix	430	SY	\$ 2.50	\$ 1,075.00
30	8-02	Street Trees	12	EA	\$ 350.00	\$ 4,200.00
31	8-02	Shrubs, Grasses, Groundcovers and Perennials	2000	SF	\$ 5.00	\$ 10,000.00
32	8-02	Topsoil Type A	120	CY	\$ 35.00	\$ 4,200.00
33	8-02	Composted Bark Mulch	40	CY	\$ 45.00	\$ 1,800.00
34	8-04	Cement Conc. Traffic Curb and Gutter	1630	LF	\$ 20.00	\$ 32,600.00
35	8-04	Cement Conc. Gutter	1000	LF	\$ 18.00	\$ 18,000.00
36	8-04	Bumper Curb	5	EA	\$ 100.00	\$ 500.00
37	8-14	Cement Conc. Sidewalk	1810	SY	\$ 55.00	\$ 99,550.00
38	8-14	Cement Conc. Sidewalk Ramp Type	20	EA	\$ 1,500.00	\$ 30,000.00
39	8-19	Decorative Railing	1070	LF	\$ 125.00	\$ 133,750.00
40	8-20	Illumination System, Complete	1	LS	\$ 350,000.00	\$ 350,000.00
41	8-20	HAWK Signal System, Complete	1	LS	\$ 250,000.00	\$ 250,000.00
42	8-21	Permanent Signing	1	LS	\$ 15,000.00	\$ 15,000.00
43	8-22	Plastic Line, 4 In.	2050	LF	\$ 2.00	\$ 4,100.00
44	8-22	Plastic Stop Line	20	LF	\$ 5.00	\$ 100.00
45	8-22	Plastic Crosswalk Line	290	SF	\$ 5.00	\$ 1,450.00
46	8-22	Plastic Access Parking Space Symbol	4	EA	\$ 75.00	\$ 300.00
47	8-22	Plastic Shared Lane Marking	19	EA	\$ 80.00	\$ 1,520.00
48	8-26	Boardwalk	1	LS	\$ 400,000.00	\$ 400,000.00
49	8-26	Handrailing	450	LF	\$ 120.00	\$ 54,000.00
50	8-26	Planter Railing	170	LF	\$ 100.00	\$ 17,000.00
51	8-28	Trash Receptacle	6	EA	\$ 2,300.00	\$ 13,800.00
52	8-28	Recycle Receptacle	6	EA	\$ 2,300.00	\$ 13,800.00
53	8-30	Bike Rack	6	EA	\$ 800.00	\$ 4,800.00
54	8-31	Bench	18	EA	\$ 2,000.00	\$ 36,000.00
55	8-35	Kiosk	1	LS	\$ 25,000.00	\$ 25,000.00
56	8-35	Story Pole Relocation	1	LS	\$ 2,000.00	\$ 2,000.00
57	8-35	Bandmill Wheel Relocation	1	LS	\$ 10,000.00	\$ 10,000.00

Item	Sect No	Description	Quantity	Unit	Unit Cost	Total
Schedule A Total						\$ 2,418,555.00
<b>SCHEDULE B: WATER IMPROVEMENTS &amp; UTILITY UNDERGROUNDING</b>						
58	2-09	Shoring or Extra Excavation Class B	1	LS	\$ 6,000.00	\$ 6,000.00
59	4-04	Crushed Surfacing Top Course	1570	TON	\$ 24.00	\$ 37,680.00
60	7-09	Class 52 Ductile Iron Pipe for Water Main, 6 In. Diam.	50	LF	\$ 60.00	\$ 3,000.00
61	7-09	Class 52 Ductile Iron Pipe for Water Main, 8 In. Diam.	740	LF	\$ 70.00	\$ 51,800.00
62	7-09	Class 52 Ductile Iron Pipe for Water Main, 12 In. Diam.	1560	LF	\$ 75.00	\$ 117,000.00
63	7-09	Connection to Existing Water Main	6	EA	\$ 2,500.00	\$ 15,000.00
64	7-12	Butterfly Valve ___ In.	16	EA	\$ 1,500.00	\$ 24,000.00
65	7-12	Adjust Water Valve Box	2	EA	\$ 400.00	\$ 800.00
66	7-14	Hydrant Assembly	4	EA	\$ 5,000.00	\$ 20,000.00
67	7-15	Service Connection, 1 In. Diam.	14	EA	\$ 2,000.00	\$ 28,000.00
68	8-50	Aerial Utility Undergrounding	1470	LF	\$ 210.00	\$ 308,700.00
Schedule B Subtotal						\$ 611,980.00
Sales Tax (8.6%)						\$ 52,640.00
Schedule B Total						\$ 664,620.00
Construction Total (Schedule A + Schedule B)						\$ 3,083,175.00
10% Contingency						\$ 308,320.00
12% Construction Management and Inspection						\$ 369,990.00
<b>Total Construction Cost</b>						<b>\$ 3,761,490.00</b>

**Scope of Work:**

- 1) SR 202, from SE River Street to SE King Street:  
Resysta boardwalk, curb & gutter, cement concrete sidewalks and ramps, midblock crossing, lighting, water line, storm drain line, urban design elements, angle parking area
- 2) SE River St, from SR 202 to Maple Ave SE: aerial utility undergrounding
- 3) SR 202, from SE Fir Street to SE Northern Street: asphalt shared-use path with decorative railing, ada ramps, water line, storm drain line.
- 4) Sharrows markings and signage on SE Fir Street (SR 202 to Maple), Maple Avenue SE (Fir to Newton), and to SE Newton Street (Maple to SR 202)
- 5) SR 202, from SE King Street to SE Fir Street (West Side only): Cement concrete sidewalk and ramps, curb & gutter, planter areas, cement concrete gutter, new pavement and channelization for angle parking area, illumination, storm drain, street furniture, water main, undergrounding.





**Washington State  
Department of Transportation**  
Paula J. Hammond, P.E.  
Secretary of Transportation

**Transportation Building**  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300

January 8, 2013

360-705-7000  
TTY: 1-800-933-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

Mr. Daniel J. Marcinko  
Public Works Director  
City of Snoqualmie  
PO Box 987  
Snoqualmie, Washington 98065-0987

**2013 Pedestrian & Bicycle Safety Program  
State Funding**

Dear Mr. Marcinko:

WSDOT is pleased to advise you that the following project was recently selected to receive state funding through the Pedestrian and Bicycle Safety program. The state funding is limited to the amount shown below, and is subject to approval by the 2013 State Legislature:

**Town Center Phase II: Pedestrian and Bicycle Improvements \$1,885,000**

**Scope:** See Project Summary (attached)

**Note:** These funds are contingent on the local commitment of \$750,000 made in the grant application.

In order to meet state requirements, the following are required:

- Regionally significant projects utilizing state funds must be included in your current Transportation Improvement Program (TIP) as a complete programmed project. Once your regional TIP amendment is approved, WSDOT will amend the Statewide Transportation Improvement Program (STIP).
- Preliminary Engineering (PE) must be obligated in accordance with the Project Summary (attached) or the funds will be reprogrammed to other priority Pedestrian and Bicycle Safety projects.
- If the project does not meet the scheduled construction award date in the Project Summary (attached), your agency can request an extension to the deadline through your Region Local Programs Engineer via e-mail for H&LP to determine if the reason or reasons for the delay is acceptable. See the Project Delivery Policy for more information at:  
<http://www.wsdot.wa.gov/NR/rdonlyres/82B45F5A-C262-403E-ABF7-7E4EFA8F01ED/0/ProjectDeliveryPolicy.pdf>
- Projects cannot be authorized until after July 1, 2013.
- Project expenditures incurred before receiving notice from H&LP of state fund authorization are not eligible for reimbursement.

Daniel J. Marcinko  
Public Works Director  
City of Snoqualmie  
2013 Pedestrian & Bicycle Safety Program  
State Funding  
January 8, 2013

- To maintain funding, a Quarterly Project Report form must be completed by the end of March, June, September and December each year. The online database can be found at: <http://www.wsdot.wa.gov/localprograms/>. To access the database you will need an account name and password. Your account name is Snoqualmie and your password is Snoqu161. The password is case sensitive.

To authorize funding for the project, please refer to the information above and your Local Agency Guidelines (LAG) manual for additional information. As a reminder, H&LP encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible federal expenditures.

For assistance please contact Ed Conyers, your Region Local Programs Engineer, at 206-440-4734.

Sincerely,



Kathleen B. Davis  
Director  
Highways & Local Programs

Enclosure  
KBD:sas

cc: Ed Conyers, Northwest Region Local Programs Engineer, MS NB82-121

## Project Summary

**Program:** Pedestrian & Bicycle Safety

**Date:** 2013

**Agency:** Snoqualmie

**Award Amount:** \$1,885,000

**Project Title:** Town Center Phase II: Pedestrian and Bicycle Improvements

### Project Description:

To improve non-motorized mobility and safety, the project will:

1. Construct an 18 ft. wide boardwalk from SE River St to SE King St along SR 202 including curb, gutter, concrete sidewalk connections, ADA accessible curb ramps, a midblock crossing, LED pedestrian scale lighting, and bicycle parking.
2. Construct a 12 ft. wide shared-use path from SE Fir St to SE Northern St including railing, ADA accessible curb ramps, and landscape buffer
3. Install shared lane markings and bicyclist wayfinding from SE Fir St to Maple Ave SE to Newton St.

### Project Schedule:

Begin Design	09/13
Environmental Documents Approved	11/13
Right-of-Way Approved	12/13
Estimated Contract Ad	12/13
Estimated Award Date	03/14
Open to Public	12/14

### Project Cost and Award Amount:

Phase	Total	Amount Requested	Amount Awarded
Preliminary Engineering	-	\$85,000	\$85,000
Right-of-Way	-	\$0	\$0
Construction	-	\$1,800,000	\$1,800,000
<b>Total</b>	<b>\$2,635,000</b>	<b>\$1,885,000</b>	<b>\$1,885,000</b>



## Washington State Transportation Improvement Board

### TIB Members

Mayor James Irish, Chair  
City of Le Center

Commissioner Mike Wilson, Vice  
Chair  
Grays Harbor County

Jim Albert  
Office of Financial Management

Councilmember Jeanne Burbridge  
City of Federal Way

Todd Coleman, P.E.  
Port of Vancouver

Councilmember Sam Crawford  
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WSDOT

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City of Sedro-Woolley

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County Road Administration Board

Ralph Wesels, P.E.  
Bicycle Alliance of Washington

Clay White  
Snohomish County

Stevan E. Gorcester  
Executive Director

P.O. Box 40801  
Olympia, WA 98504-0801  
Phone: 360-586-1140  
Fax: 360-586-1166  
www.tib.wa.gov

November 16, 2012

Mr. Daniel J. Marcinko  
Director of Public Works  
City of Snoqualmie  
Post Office Box 987  
Snoqualmie, WA 98065

Dear Mr. Marcinko:

Congratulations! We are pleased to announce the selection of your project, Railroad Avenue SE (SR 202), SE King Street to SE Fir Street, TIB project number P-P-806(P01)-1.

Total TIB funds for this project are \$200,000.

#### Before any work is allowed on this project, you must:

- Verify the information on the Project Funding Status Form, revise if necessary, and sign;
- Submit the section of your adopted Six Year Transportation Improvement Plan listing this project;
- Sign both copies of the Fuel Tax Grant Distribution Agreement;
- Return the above items to TIB;
- You may only incur reimburseable expenses after you receive approval from TIB.

In accordance with RCW 47.26.84, you must certify full funding by November 16, 2013 or the grant may be terminated. Grants may also be rescinded due to unreasonable project delay as described in WAC 479-05-211.

If you have questions, please contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or e-mail [GregA@TIB.wa.gov](mailto:GregA@TIB.wa.gov).

Sincerely,

Stevan Gorcester  
Executive Director

Enclosures

*Investing in your local community*

Agency	Project	Termini	TIB Funds	Local Funds	Total Estimate
SEDRO WOOLLEY	SR 20, Cook Rd, Edward R Murrow St	MP 64.81 to MP 65.16, Murrow Street to SR 20 to C	\$3,614,707	\$1,677,698	\$5,292,405
SHELTON	Lake Boulevard/Pioneer Way	Olympic Highway S (SR 3) to South City Limit	\$3,186,270	\$354,030	\$3,540,300
SHELTON	FY 2014 Arterial Preservation Project	Multiple Locations	\$329,351	\$36,592	\$365,943
SNOHOMISH	Avenue D/Bickford Avenue	265' n/o to 320' s/o Bickford Avenue and 15th Street	\$456,000	\$1,064,000	\$1,520,000
SNOQUALMIE	Railroad Avenue SE (SR 202)	SE King Street to SE Fir Street	\$200,000	\$65,785	\$265,785
SNOQUALMIE	Railroad Avenue (SR 202)	Tokol Road SE to SE Mill Pond Road	\$3,000,000	\$2,107,555	\$5,107,555
SOAP LAKE	FY 2014 Red Town Project	Aster Street to 2nd Avenue	\$807,500	\$42,500	\$850,000
SOUTH BEND	FY 2014 Overlay Project	Multiple Locations	\$127,600	\$0	\$127,600
SOUTH BEND	Cedar Street	Hospital Exit to Second Street	\$699,999	\$21,650	\$721,649
SPANGLE	Main Street	South City Limits to Third Street	\$571,620	\$0	\$571,620
SPOKANE	Rowan Avenue	Belt Street to Monroe Street	\$154,900	\$38,725	\$193,625
SPOKANE	Monroe Street-Lincoln Street Couplet	8th Avenue to Main Avenue	\$1,348,032	\$3,711,758	\$5,059,790
SPOKANE COUNTY	Wellesley Avenue	Harvard Road to Arden Road	\$174,854	\$81,273	\$256,127
SPOKANE VALLEY	Sullivan Road West Bridge	Bridge & Approaches	\$3,500,000	\$16,243,300	\$19,743,300
SPRAGUE	C Street/D Street	2nd Street to Boxcar St	\$88,400	\$0	\$88,400
SPRAGUE	First Street	I Street to E Street; B Street to East City Limits	\$678,400	\$0	\$678,400
SPRAGUE	FY 2014 Red Town Project	Multiple Locations	\$250,000	\$0	\$250,000
SPRINGDALE	FY 2014 Red Town Project	Multiple Locations	\$300,000	\$0	\$300,000
STANWOOD	276th Street NW	150' w/o to 100' e/o 73rd Avenue NW	\$117,520	\$29,380	\$146,900
STEILACOOM	FY 2014 Arterial Preservation Project	Multiple Locations	\$177,934	\$19,770	\$197,704
STEILACOOM	Sequalish Street	Union Avenue to Main Street	\$1,743,404	\$938,756	\$2,682,160
SULTAN	High Avenue	1st Street to 4th Street	\$500,916	\$26,364	\$527,280
SULTAN	FY 2014 Overlay Project	Multiple Locations	\$337,156	\$17,746	\$354,902
SUMNER	FY 2014 Arterial Preservation Project	Multiple Locations	\$622,375	\$109,831	\$732,206
SUNNYSIDE	FY 2014 Arterial Preservation Project	Multiple Locations	\$283,410	\$31,490	\$314,900
SUNNYSIDE	Yakima Valley Highway	500' w/o to 1,000' e/o 16th Street Intersection	\$1,638,180	\$182,020	\$1,820,200
TACOMA	South Tacoma Way	S 66th Street to S 43rd Street	\$1,495,500	\$1,495,500	\$2,991,000
TEKOA	Warren Street	Crosby Street to Leslie Street	\$593,000	\$6,000	\$599,000
TIETON	Summitview Road	Naches Avenue to Baughman Street	\$755,100	\$83,900	\$839,000
TOLEDO	Fifth Street	Augustus Street to Cowlitz Street	\$188,500	\$0	\$188,500
TOPPENISH	FY 2014 Arterial Preservation Project	Multiple Locations	\$159,750	\$17,750	\$177,500
TUKWILA	Interurban Avenue S	S 143rd Street to Fort Dent Way	\$5,000,000	\$6,100,000	\$11,100,000
TUMWATER	Linderson Way and Lee Street	Israel Road to Capitol Boulevard	\$198,150	\$66,050	\$264,200
TWISP	FY 2014 Red Town Project	Multiple Locations	\$250,000	\$0	\$250,000
TWISP	FY 2014 Overlay Project	Multiple Locations	\$64,700	\$0	\$64,700
WALLA WALLA	FY 2014 Arterial Preservation Project	Multiple Locations	\$200,000	\$779,406	\$979,406
WALLA WALLA	Orchard Street	9th Avenue to 350' e/o Chase Avenue	\$161,760	\$362,477	\$524,237
WALLA WALLA	Wilbur Avenue	Whitman Street to Pleasant Street	\$535,207	\$310,140	\$845,347
WAPATO	FY 2014 Arterial Preservation Project	Multiple Locations	\$253,800	\$28,200	\$282,000



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
WASHINGTON, D.C. 20410-1000

OFFICE OF COMMUNITY PLANNING  
AND DEVELOPMENT

Ms. Nicole Felice Sanders  
Associate Planner  
City of Snoqualmie  
38624 SE River Street  
Snoqualmie, WA 98065-0987

DEC 3 2010  
OFFICE OF COMMUNITY PLANNING  
AND DEVELOPMENT

Dear Ms. Sanders:

The Department is pleased to announce approval of the following Special Project grant, as funded by the Congress in the Consolidated Appropriations Act, 2010 (PL 111-117) and as described in the Conference Report accompanying the Act (HR 111-366).

Project No.: B-10-SP-WA-0147

Project Funding: \$250,000

Recipient: City of Snoqualmie

This letter transmits the following documents and guidance needed to activate your FY 2010 special project grant.

1. Grant Agreement Enclosed are four copies. Please read the agreement carefully, noting any attachments which have modifications or special conditions on this grant. Please sign and date three copies with original signatures and return them as noted below. The fourth copy is for your records pending receipt of a countersigned copy.

2. Assistance Award - Form 1044. Four copies are enclosed. Please sign and date three copies with original signatures and return them as noted below. The fourth copy is for your records pending receipt of a countersigned copy.

3. Grant Award Instructions and Forms for Drawing Down Funds. HUD uses the Line of Credit Control System (LOCCS) for financial management of grant funds. This document contains important information and forms for accessing LOCCS, as well as other information concerning reporting requirements. Under this system, you identify the bank account into which you want HUD to deposit funds electronically. Then you request scheduled payments, using a voice response system.

You will be able to draw down funds once: 1) HUD executes the above documents and processes the related forms; 2) HUD issues a LOCCS User ID number and a LOCCS Voice Response System number for the LOCCS account; and 3) HUD has accepted the required certifications and environmental review, if required.

Please complete each of the following forms and return them as directed below:

- a) the three signed originals of the Grant Agreement;
- b) the three signed originals of the Assistance Award (HUD Form 1044);
- c) the Direct Deposit Form (SF 1199) completed by you and your financial institution;
- d) evidence of the ABA number for your depository account, such as a VOIDED blank check, a deposit slip or similar documentation; and
- e) the notarized LOCCS Access Authorization Form (HUD form 27054).

Items a) through d) should be sent to the Grant Officer for this Grant, Gregory Lambert . Room 7146, U.S. Dept. of Housing and Urban Development, 451 Seventh Street, SW, Washington, DC 20410. Item d), the LOCCS Access Authorization Form, should be sent directly to the address in bold at the top of the form. If you or your staff has any questions about these documents and procedures, please contact Gregory Lambert at 202-402-4621, fax (202)-708-7543, or Gregory.A.Lambert@hud.gov.

The Department looks forward to working with you toward a successful completion of this project.

Sincerely,



Robert Duncan

Associate Deputy Assistant Secretary  
for Economic Development

Enclosures





- 5.3. Timing. Quadrant will make the lump sum payment within 30 days of receipt of a letter signed by the Mayor or City Administrator and the Chief of Police stating that the City finds the signal to be needed and that the City is prepared to proceed with its installation. Quadrant's obligation hereunder shall terminate at midnight on December 31, 2010, if it has not received the above-referenced City letter by that date.

## **6. River Street Signal**

- 6.1 Statement of Issue. Provide commitment for alternative performance of payment of inflation-indexed \$200,000 independent of SR II condition.
- 6.2 Quadrant Commitment. As substitute performance for Quadrant's obligations regarding signalization of the intersection of SR-202 and River Street, as set forth in the Transportation Concurrency Agreement executed between the City and WRECO for Snoqualmie Ridge (to which Quadrant is the successor in interest), Quadrant agrees to pay to the City a lump sum payment of \$200,000 for the installation of a signal at SR-202/River Street at such time as the City determines it is necessary to install the signal. The lump sum payment amount shall be adjusted for inflation from the period of March 2001 until the date of payment. For this commitment, the City shall release Quadrant from its obligation to install a signal at SR-202/River Street pursuant to Section 2 of the Transportation Concurrency Agreement.
- 6.3 Timing. Quadrant will make the lump sum payment to the City within 30 days of receipt of a letter signed by the Mayor or City Administrator and the Chief of Police stating that the City finds the signal to be needed and that the City is prepared to proceed with its installation. Quadrant's obligation hereunder shall terminate at midnight on December 31, 2010, if it has not received the above-referenced City letter by that date.

Resolution No. 712  
Exhibit A  
Attachment B

- 5.14. The Applicant shall pay the cost for the City to conduct monitoring of traffic volumes and signal operations along the Snoqualmie Parkway and at Parkway intersections. The scope and timing of this monitoring shall be as specified Attachment I. The purposes of the monitoring shall be to determine timing of improvements (if not specified in these Conditions) and to ensure optimized signal operations. The Applicant shall also provide funds necessary to implement signal timing, coordination and phasing changes determined necessary as a result of the traffic monitoring.
- 5.15. The Applicant shall pay to the City a lump sum payment of \$200,000 for the installation of a signal at SR-202/River Street at such time as the City determines it is necessary to install the signal. The lump sum payment amount shall be adjusted for inflation from the period of March 2001 until the date of payment.

## **6. SIGNS**

- 6.1. The Applicant shall replace the text on the existing "Snoqualmie Ridge" sign adjacent to the Parkway with "Snoqualmie Welcomes You" within 12 months after the effective date of the annexation of SR II. The text of the existing "City of Snoqualmie" sign on the Parkway can be replaced with "Snoqualmie Ridge" text after the City of Snoqualmie text is changed. The Snoqualmie Ridge text can be retained at this location until the new Home Finding Center is built on Parcel S-23. At that time, the Snoqualmie Ridge text and that the parkway sign shall be removed.
- 6.2. During construction and marketing of the SR II project, the Applicant may construct and maintain a "Snoqualmie Ridge" or "Snoqualmie Ridge II" sign on the building at the relocated Home Finding Center on Parcel S-23. After completion of build-out and initial sale and leasing of the residential development on SR II, all primary identification signs shall only identify the City of Snoqualmie and not Snoqualmie Ridge. Directional signs on the Parkway to neighborhoods and facilities on SR II shall be permitted. The Sign standards described in SR II Design Guidelines and Development Standards shall address specific sign size, location and material requirements in more detail. Individual neighborhoods within SR II may have separate neighborhood or development identification signs not visible from the Parkway during and after completion of construction.

## **7. COMMUNITY INTEGRATION**

- 7.1. The Applicant shall update the information contained in the existing Snoqualmie Ridge new resident information program that was approved by the City of Snoqualmie in 1997, to help integrate new Snoqualmie Ridge residents into the existing community and its existing activities, services, and organizations. Revisions should include information on landscaping with native and drought-tolerant species. The revised information shall be submitted to the City Planning Director for approval, prior to distribution. All residential developers shall participate in the program as appropriate to facilitate the integration of residents into the existing community. The program may be updated at the request of either the City or the Applicant.



**Washington State  
Department of Transportation**

Lynn Peterson, P.E.  
Secretary of Transportation

March 26, 2013

Dan Marcinko, Director of Public Works  
City of Snoqualmie Public Works  
38624 SE River Street  
P.O. Box 987  
Snoqualmie, WA 98065

Northwest Region  
15700 Dayton Ave North  
Seattle, WA 98133-9710

206-440-4000  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

Lorena Eng, P.E.  
NW Region Administrator

**Subject:** SR 202 MP 26.70 – MP 27.20 SE Fir St to SE Newton St  
Snoqualmie Town Center Infrastructure Improvements Phase 2  
Letter of Support – PSRC 2013 Rural Town Centers and Corridors  
Program

Dear Mr. Marcinko:

The Washington State Department of Transportation (WSDOT) is submitting this letter in support of the City of Snoqualmie's above mentioned roadway improvement project along SR 202 – SE Fir Street to SE Newton Street.

The Town Center Infrastructure Improvements Phase 2 project will reconstruct Railroad Avenue SE (SR 202) to a 2-lane roadway with on-street parking, curb, gutter, sidewalk, storm drainage system, water main replacements, street lighting, channelization, and undergrounding of utility lines. Urban design elements such as landscaping and irrigation, curb bulbs, and street furniture are also proposed. The project will continue major 2013 Rural Town Centers & Corridors Application 3 improvements to Snoqualmie's historic downtown business district, of which Phase 1 was completed in 2011.

This letter of support is based on the design concept only. As details are finalized, WSDOT will also need to review and approve applicable design and construction plans. We look forward to working with the City to expedite this important project.

Sincerely,  
Washington State Department of Transportation

Michael A. Cotten, P.E.  
Assistant Regional Administrator – King and Snohomish Counties

cc: Project File/Day File  
E. Conyers (Highways and Local Programs)  
M. Beaulieu (North King Traffic)

MC:rp



March 25, 2013

Peter Heffernan  
Puget Sound Regional Council  
1011 Western Avenue  
Seattle, WA 98104

Re: Grants for 2013 Rural Town Centers and Corridors Program

Dear Mr. Heffernan,

This letter is in support of the City of Snoqualmie's grant applications for the 2013 Rural Town Centers and Corridors Program. This would encompass both the construction of Phase 2 of the Town Center Infrastructure Improvement Project and design for the replacement of the State Route 202 Kimball Creek Bridge.

Phase 2 of the Town Center Infrastructure Improvement Project will reconstruct Railroad Avenue SE (State Route 202) to a two-lane roadway with many amenities beneficial to downtown businesses. The downtown business owners have expressed great satisfaction with Phase 1 of the project and are enthusiastic about all of the elements of Phase 2.

The State Route 202 Kimball Creek Bridge Replacement design project is a complete replacement of both the State Route 202 Kimball Creek Bridge and the Centennial Trail Bridge along the roadway leading from Snoqualmie Falls to the Historic District of downtown Snoqualmie. It will be beneficial to businesses by providing improved roadway and better driving and walking conditions for residents and tourists alike. It is greatly needed as Snoqualmie Falls is visited by more than 2 million people each year.

The Snoqualmie Valley Chamber of Commerce fully supports these projects. Our local Chamber of Commerce is a 300-member strong organization that represents the cities of Snoqualmie, North Bend, and the unincorporated areas of Fall City, Preston, and the Snoqualmie Pass recreation areas.

We look forward to working with the City of Snoqualmie on these important infrastructure projects.

Sincerely,

Ross Bentley  
Interim Co-Director  
Snoqualmie Valley Chamber of Commerce

Danny Evatt  
Interim Co-Director  
Snoqualmie Valley Chamber of Commerce

